

NATIONAL IDLING REDUCTION NETWORK NEWS

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National Idling Reduction Plan Previewed at TMC Annual Meeting

The Technology and Maintenance Council of the American Trucking Associations held its 2005 Annual Meeting and Transportation Technology Exhibition from February 15 to 18 in Tampa, Florida. The meeting included several topics related to idling reduction, and Dr. Linda Gaines of Argonne National Laboratory presented the introduction to the idling reduction session and a preview of the *National Idling Reduction Plan*. There was a Study Group Session called "Potential Electrical/Electronic Solutions for Idling Reduction," which provided an overview of available technologies for reducing truck idling, more detailed presentations about several types of devices, and preliminary results from a U.S. Department of Energy demonstration project. Copies of these presentations can be obtained from Carl Smith at SurePower (Csmith@surepower.com), who chaired the well-attended session. There were also meetings of Task Forces concerning Inverter Selection, HVAC Performance and Testing Criteria, Cab Testing Methodology, and Truck Stop Electrification Standards. In addition, several equipment manufacturers exhibited at the show. *Source:* Linda Gaines, Argonne National Laboratory

Innovative Clean Air Technologies Grant Applications Now Available

The California Air Resources Board's (ARB) Innovative Clean Air Technologies (ICAT) grant program is soliciting applications for grants to be approved in December 2005. Instructions on how to apply are now available at www.arb.ca.gov/research/icat/solicit.htm. Approximately \$1 million (total) is available for qualified projects involving innovative air-pollution-control technologies and air-monitoring technologies. An application as described in the invitation must be e-mailed to ARB by March 16, 2005. Further information about the ICAT program is available at www.arb.ca.gov/research/icat/icat.htm or by contacting Kevin Cleary, ICAT manager, at (916) 323-1505 or kcleary@arb.ca.gov.

Canadian Funding Offered for Projects Related to Idling Reduction

Sustainable Development Technology Canada (SDTC) is a not-for-profit foundation with an investment fund of Can\$550 million. This foundation finances and supports the development and demonstration of clean technologies that provide solutions to issues of climate change, clean air, water quality and soil, and that deliver economic, environmental, and health benefits to Canadians. SDTC has recently released its next call for Statements of Interest (SOIs) for its next round of funding for projects. The closing date for receiving SOI applications is March 16, 2005. Any entity or person that does not have legal capacity in Canada may collaborate with eligible recipients in relation to an eligible project. These entities or persons can contribute in-kind, cash or advisory work, but they cannot receive direct SDTC funding. Current projects include fuel-cell powered forklifts, water-injection systems for marine diesels to reduce particulates and NO_x, hybrid-electric diesel switching locomotives, and liquefied natural gas/diesel engines for heavy-duty trucks. Further information can be found at <http://www.sdtc.ca>.

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Agriculture Department Seeks Innovative Environmental Projects

The U.S. Department of Agriculture National Resources Conservation Service has a solicitation that closes on March 28, 2005, for projects that stimulate innovative approaches to leveraging Federal investment in environmental enhancement and protection in conjunction with agricultural production. Up to \$15 million is available for cost-shared grants for single- or multi-year projects. Proposers should emphasize projects that have a goal of providing benefits over a large geographic area. These projects may be watershed-based, regional, multi-State, or nationwide in scope. State, tribal, and local governmental entities, non-governmental organizations, and individuals may apply. Applicants must provide non-Federal funding for at least 50 percent of the project cost. Up to 50 percent (25 percent of the total project cost) of the applicant's match may be from in-kind contributions. The remainder must be cash. Further information is available at

http://www.nrcs.usda.gov/programs/cig/pdf_files/CIG05RFPfinalversion.pdf.

Advanced Transportation Technologies and Systems Sought by NYSERDA

The New York State Energy Research and Development Authority (NYSERDA) has released Program Opportunity Notice (PON) 920, offering cost-shared funding for advanced transportation technologies and systems that can provide energy, economic, or environmental benefits to the State of New York. A total of \$2.5 million will be made available for two rounds of funding. The first round of proposals is due April 19, 2005, and the second is due on October 5, 2005. A copy of the PON is available at <http://www.nyserda.org/Funding/funding.asp?i=2>. Source: Michael Laughlin, New West Technologies

Texas Commission on Environmental Quality Announces Funding Opportunities for New Technology Research and Development

The Texas Commission on Environmental Quality's (TCEQ) New Technology Research and Development (NTRD) Program invites the submission of applications for technology projects. Projects considered under this request for grant applications (RFGAs) will be limited to "proof of concept" emissions testing of retrofit and/or add-on devices for heavy-duty diesel engines or qualifying diesel fuel additives. Projects for consideration should be commercially available as soon as practical, but no later than 5 years from the date of application. Applications for other types of project proposals will not be accepted under this RFGA. Proposals are due on March 24, 2005. Further information is available at

<http://www.tnrc.state.tx.us/oprd/sips/resarch.html>. Source: Sandra Jo Garcia, Texas Commission on Environmental Quality

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Hybrid Electric School Bus Project Seeks Participants

Advanced Energy of Raleigh, North Carolina, is seeking Statements of Interest (SOI) to begin the production of a hybrid electric school bus (HESB) pilot fleet. SOI responses are encouraged from private entities that are qualified and experienced with the design, construction, and production of school buses as well as partners that are qualified and experienced with the design, construction, and production of hybrid drive systems. Advanced Energy is seeking responses of interest for producing a pilot fleet of at least 20 buses with hybrid drivetrain systems. SOIs are due to Advanced Energy on March 22, 2005. Further information is available at http://www.schoolbusfleet.com/t_inside.cfm?action=news&storyID=771 and <http://www.advancedenergy.org/corporate/initiatives/heb/busbuy/early%20production%20purchase.pdf>. Source: Joe Tario, New York State Energy Research and Development Authority

EPA Toolkit Shows How to Use SEPs to Promote Energy Efficiency and Renewables

EPA's State and Local Capacity Building Branch has released a new toolkit to help State and local governments pursue energy-efficiency or renewable energy projects through enforcement settlements. Under these settlements, violators may voluntarily agree to undertake Supplemental Environmental Projects (SEPs) as a way to offset a portion of their monetary penalty. The toolkit shows State and local agencies how to use SEPs as an opportunity to support new renewable energy and energy-efficiency projects. The toolkit presents the case for pursuing energy-efficiency and renewable energy within settlements, provides examples in which SEPs have been used to support such projects, offers additional ideas for projects, and includes a step-by-step regulatory "road map" for pursuing SEPs. The toolkit also provides 30 pages of useful SEP resources for State and local regulators, including EPA and State SEP policies and guidance, SEP libraries, a list of contacts, a peer exchange network, sample outreach documents, cases and settlements including energy-efficiency or renewable energy SEPs, and other materials. The toolkit is available online at <http://www.epa.gov/cleanenergy/stateandlocal/> and at <http://cfpub.epa.gov/compliance/resources/policies/civil/seps/>. Source: Diane Turchetta, Federal Highway Administration

New Port of Los Angeles Facility to Relieve Congestion and Reduce Idling

The Port of Los Angeles will begin discussions with BNSF Railway Company (BNSF) about developing a new intermodal facility within 5 miles of the Port of Los Angeles. This facility would allow trucks loaded with cargo containers from ships to travel just a short distance before transferring the containers to rail cars. Trains would then travel through the Alameda Corridor and on to their destinations in the Midwest, Southeast, and beyond. The Port of Los Angeles currently has one near-dock intermodal container transfer facility in Wilmington operated by Union Pacific Railroad. This second near-dock rail yard is being planned in the same general area, just south of the existing yard. Currently, trucks travel 20 miles from the Port to reach

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BNSF's closest rail yard at the end of the I-710 freeway, just east of downtown Los Angeles. In 2004, the Board of Harbor Commissioners adopted an official Rail Policy. The Rail Policy focuses on increased rail usage at the Port as a means to alleviate traffic congestion and air emissions as Port operations continue to grow. Further information can be found at http://www.lacity.org/portofla/press/portoflapress31027284_02092005.pdf, <http://www.communitiesmatter.com/details.html>, and http://www.bnsf.com/news/articles/2005/02/2005_02_09a.html?index=/news/index.html.

West Coast Collaborative to Hold Public Workshop

The Port of Seattle and the Puget Sound Clean Air Agency are hosting the next West Coast Collaborative Public Workshop on March 21-22, 2005, at the Seattle Sheraton and Towers, Seattle, Washington. This 2-day event will begin with a morning of optional field trips to local diesel mitigation demonstration projects. The Workshop itself will officially start at noon on March 21 and will conclude at 5 p.m. on March 22. Sessions throughout the Workshop will focus on existing resources and securing additional Federal funds for diesel emissions reductions along the West Coast. There will also be an exhibition hall and opportunities for cross-sector discussions on issues, such as bio-diesel infrastructure and intermodal transport solutions. A draft agenda and registration forms can be found at <http://www.westcoastcollaborative.org>.
Source: Michelle Roos, U.S. Environmental Protection Agency

California Air Resources Board Begins Enforcement of Idling Vehicle Rule

Effective February 1, 2005, the California Air Resources Board (ARB) began enforcement of its 5-minute anti-idling rule for trucks and buses. The new regulation (§ 2485, Chapter 10, Article 1, title 13, California Code of Regulations) limits idling of diesel-fueled commercial motor vehicles with a gross vehicular weight rating greater than 10,000 pounds to 5 minutes. It will be enforced primarily by ARB diesel truck inspectors, who inspect smoking trucks and buses for tampering and poor maintenance to engines that can increase emissions. Local law enforcement agencies and the California Highway Patrol, however, can also issue citations. Tickets start at \$100, and there is no maximum. The rule applies to any truck idling for more than 5 minutes and any bus idling for more than 10 minutes when either vehicle is not engaged in work activities. Long-haul truckers who sleep by the side of the road en route to destinations are exempt from the time limit for now, but must abide by the part of the rule that bans any diesel vehicle weighing over 10,000 pounds from idling within 100 feet of a residence or a school. Similar to other ARB rules, the idling rule will be applied to any truck or bus operating within California, regardless of where the vehicle is registered. For more information, please see <http://www.arb.ca.gov/newsrel/nr013105.htm>.

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School Buses Now Idle Less in Tennessee, Arizona, and New York

In Tennessee, the Sevier County school system has taken steps to clear the air in and around its buses. The Sevier County Board of Education passed restrictions on idling in January 2005 and is preparing to spend \$750,000 in grant money to retrofit its buses to lower emissions. Knoxville is at the center of nonattainment zones for both ozone and fine particle pollution. The area, which includes Sevier County, is under a Federal mandate to reduce pollution levels. Sevier County will spend up to \$8,000 per vehicle for emissions control equipment, officials said. Using ultra-low-sulfur diesel fuel adds as much as 20 percent to fuel costs. The \$750,000 grant awarded to Sevier County Schools comes from the Clean Buses for Kids School Bus Diesel Retrofit Program. The program is funded as part of a settlement between the U.S. Environmental Protection Agency (EPA) and Toyota Motor Corp. For more information, please see http://www3.knoxnews.com/kns/local_news/article/0,1406,KNS_347_3489581,00.html

In Arizona, Gilbert Public Schools and other school districts near Phoenix have helped draft a Statewide bus idling policy as part of the Arizona Department of Environmental Quality's (ADEQ) Children's Environmental Health Project. The policy encourages bus drivers to turn off their engines upon reaching school sites and to park at least 100 feet from school air-intake systems. Gilbert Public Schools has modified its own bus-idling policy under ADEQ's recommendations, which were released at the beginning of the school year. The district's policy now limits school bus idling to 5 minutes instead of 10 and includes non-school sites, such as field-trip locations. Gilbert Public Schools, Scottsdale Unified School District, Paradise Valley School District, along with four other Arizona school districts are participating in the pilot project. ADEQ is hoping to gather feedback from these districts on the program's effectiveness. For more information, please see <http://www.azcentral.com/community/gilbert/articles/0125gr-busidlingZ12.html#>

In New York, the Bethlehem Central School District has adopted a no-idling policy on school grounds for school buses and private vehicles. The policy had been in development for more than a year, in cooperation with a group of local parents who were interested in seeing a written policy in place. The policy itself reinforces existing New York State idling restrictions, but the district also hopes that "no idling" signs at each of its schools will encourage all drivers to make the schools idle-free zones. Accordingly to the policy, school buses will be shut off while waiting to load or unload passengers on school grounds. Exceptions are allowed, within the limits of State law, when necessary for mechanical or cold weather reasons. The policy also limits idling by privately owned passenger vehicles to no more than 30 seconds while on school grounds to drop off or pick up students. For more information, please see <http://bcsd.k12.ny.us/news/050217noidling.htm>. Source: Joe Tario, New York State Energy Research and Development Authority

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IdleAire Receives Three Grants for Advanced Truck Stop Electrification

EPA funding will allow Gary, Indiana, to be home to Indiana's first 'electrified' truck stop in an attempt to limit extended truck idling. Construction of the truck stop will begin this year with technology provided by IdleAire Technologies Corp. The facility is expected to improve air quality, reduce noise, and conserve fuel by eliminating the need to idle on site. The truck stop will cost \$835,000, with funding provided by Federal, State, and private sources. IdleAire will contribute \$375,000 towards construction; \$125,000 will come from an EPA truck stop electrification demonstration grant in 2002, while the remaining funds will be provided by the Indiana Department of Environmental Management. EPA anticipates that in 2005, there will be 40 such demonstration projects nationwide. Further information is available at <http://www.eesi.org/publications/Newsletters/Clean%20Bus%20Update/Jan2005.htm>. *Source:* Linda Gaines, Argonne National Laboratory

In Pennsylvania, IdleAire has recently been awarded two State grants for advanced truck stop electrification. Under the Energy Harvest initiative, the company received \$360,000 to electrify a truck stop in Carlisle. Under the Alternative Fuel Incentive Grant program, IdleAire received \$540,000 to install electric power units at an as yet undetermined truck stop. Both grants require cost reimbursement by the grantee. Further information can be found at <http://www.dep.state.pa.us/newsreleases/default.asp?ID=3284&varQueryType=Detail>. *Source:* Ana Gomez, Pennsylvania Department of Environmental Protection

Natural Resources Canada Extends Anti-Idling Rebate Program

Natural Resources Canada (NRCan) is extending its rebate program for fleets that purchase and install qualifying anti-idling equipment on trucks. The Commercial Transportation Energy Efficiency Rebate Program, administered by NRCan's FleetSmart program in cooperation with equipment suppliers, will continue from April 1, 2005, through March 31, 2006. All program parameters remain the same at this time. The government offers rebates of up to 20 percent on cab heater and air-conditioning units (up to a maximum of Can\$350) or auxiliary power generators (up to a maximum of Can\$1,400) that offer alternatives to idling. The program also promises investment in biodiesel projects and a plan to explore AC power at truck stops. Further information is available at <http://www.todaystrucking.com/displayarticle.cfm?ID=3726>.

New Webpage for Goods Movement and Ports in California

The California Business, Transportation & Housing Agency and Cal/EPA have created a joint webpage to provide access to documents presented at public meetings and to share information about movement of goods in California. It contains a policy statement and information about the public meeting held on February 11, 2005, to hear information

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regarding goods movement and the impacts and infrastructure needs for Northern California and the Central Valley. Further information can be found at <http://www.arb.ca.gov/gmp/gmp.htm>.

Teaneck Residents Testify Against Idling Locomotives

Teaneck, New Jersey, residents testified at a New Jersey State Assembly transportation hearing against long-duration idling of locomotives near their residences. Residents say CSX has made their lives miserable since it took over the old Conrail line in 1999. While freight trains used to pass through Teaneck, now they stop and idle almost daily. Other towns in North Jersey have the same problem, and residents are also concerned about hazardous cargo sitting on the tracks for hours on end. A CSX spokesman said CSX has begun a \$50 million initiative to ease congestion. It includes building more tracks, updating antiquated signal systems, and creating more rail yard space. Some projects will take up to 4 years. He also said that engineers were being instructed not to idle their trains for more than 2 hours, weather permitting. While he stated that trains cannot turn off when the temperature is less than 45 degrees, or they may damage their engines, residents dispute this. Further information can be found at <http://www.northjersey.com> Source: Joe Tario, New York State Energy Research and Development Authority

EPA to Build World's First Full Hydraulic Hybrid Urban Delivery Vehicle

EPA and four partners are building the world's first full hydraulic hybrid urban delivery vehicle with significantly improved fuel economy and reduced harmful emissions. The partners -- UPS, Eaton Corp., International Truck and Engine Corp., and the U.S. Army National Automotive Center -- seek to transfer EPA technologies from the laboratory to the marketplace. The application of this technology can be especially significant because urban delivery vehicles -- including buses, refuse trucks, and package delivery vehicles -- often operate in stop-and-go traffic. The benefits of this technology are reduced pollution and increased fuel economy. Further information can be found at <http://www.epa.gov/otaq/technology/index.htm#hydraulic>.

New Ordinance to Ban Parking in Monroe, New Jersey, Industrial Park

An ordinance banning parking on public roads in the South Middlesex Industrial Park in Monroe, New Jersey, was created in response to complaints from homeowners in nearby residential areas. There had been numerous complaints about truck drivers leaving their engines idling all night along the roads of the industrial park, which is home to a U.S. Postal Service distribution center and dozens of warehouses and other businesses. The ordinance would prohibit parking, stopping, or standing at all times along the roads in the industrial park that are overseen by the township. The ordinance will have a second reading on March 7, 2005. Further information can be found at

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http://www.packetonline.com/site/news.cfm?newsid=13939097&BRD=1091&PAG=461&ept_id=346950&rfi=8. Source: Joe Tario, New York State Energy Research and Development Authority

Back Issues of *National Idling Reduction Network News* Available On-Line

If you are a new subscriber or have misplaced an issue of this newsletter, all issues are now located at http://www.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.shtml.

Summary of State Anti-Idling Regulations

Here is the most up-to-date list of regulations in States and municipalities that cover anti-idling regulations (http://www.atri-online.org/research/results/idling_chart.pdf), although it does not include the changes in Pittsburgh. If your State or municipality has changed anything listed here or if it is in error, please let us know, and we'll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

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